

TOD

A Process-oriented Discussion



Today's Talk

- **Outcomes versus process**
 - ▶ **Calthorpe and smart growth on the fringe**
- **The West Hyattsville story**
- **What is WMATA's interest**
- **A process-based checklist for TOD**

Characteristics of Transit-Oriented Development

- **Compact and walkable**
 - ▶ Pedestrian-oriented development... at a transit station
- **Not dominated by the car**
 - ▶ Reduced parking
- **Safe & attractive**
- **Complements surrounding community**
- **Contains a mix of uses**
- **It's not any one single thing...**

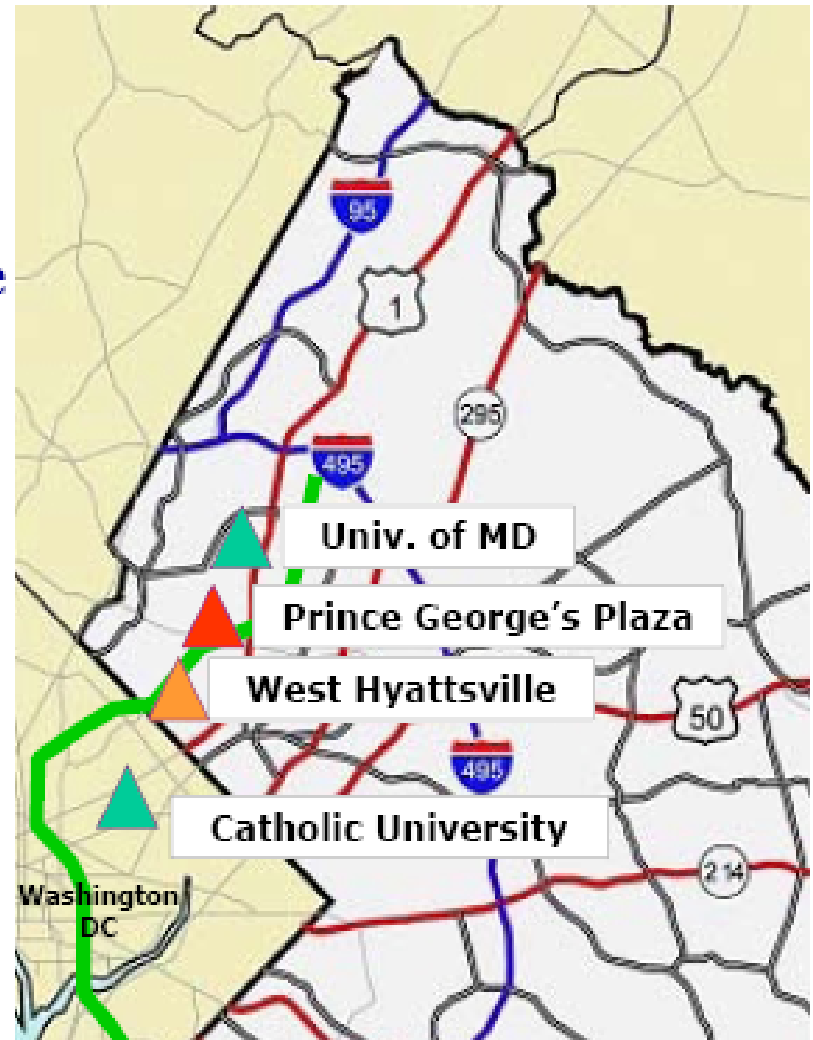


In-Depth Illustration: West Hyattsville

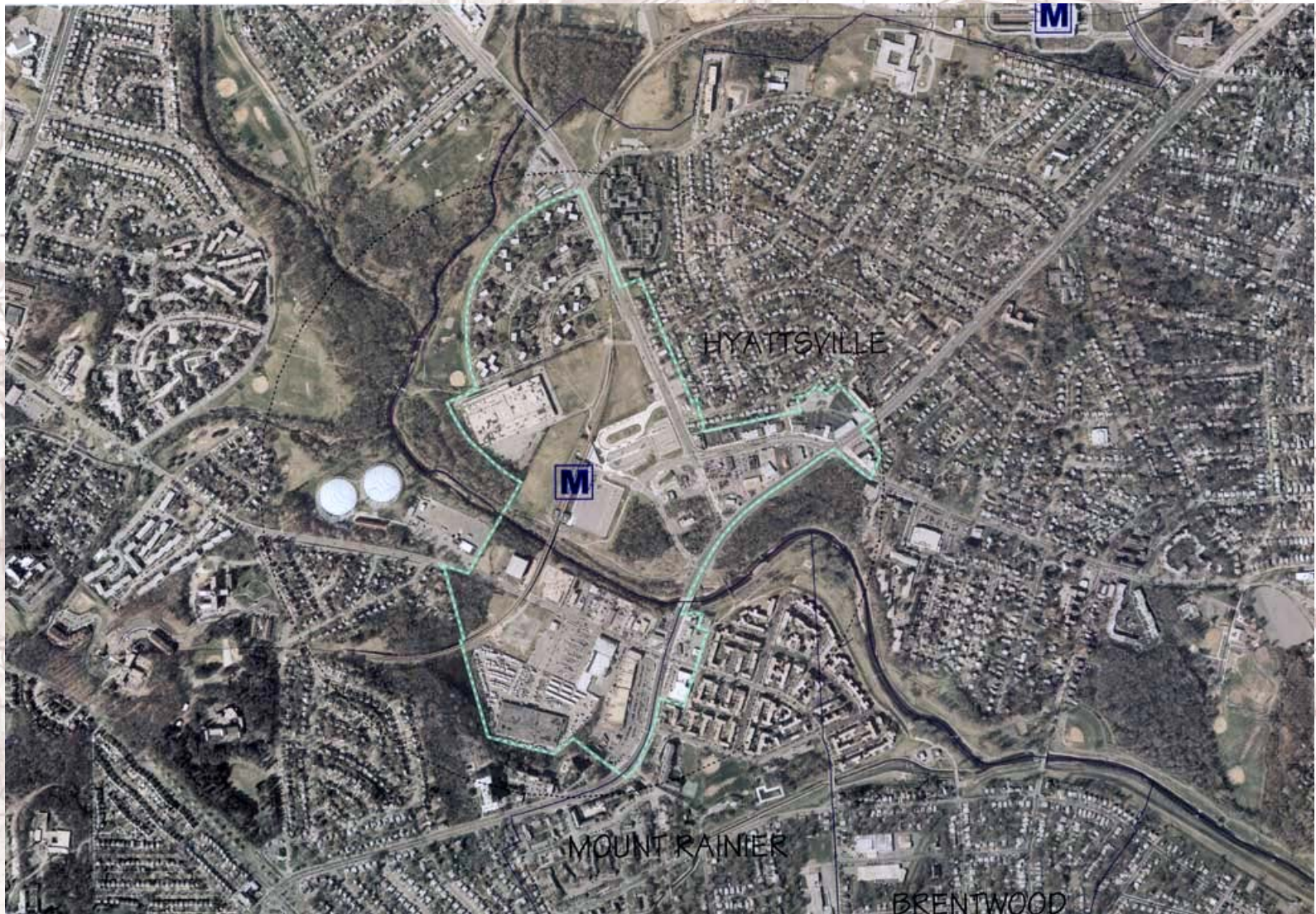
- 126 acres
- Compact, mixed-use core
- Quality design & development
- 'Green' elements
- More urban, less suburban
- Respects its neighbors

Site Analysis

- Metro Green Line
- Two universities nearby
- Close to major retail & office
- Under-developed land around transit station
- Under-utilized commercial
- Mature/revitalizing apts.
- Transit station along creek and in floodplain
- Extensive park system



West Hyattsville Station Area



West Hyattsville TOD – Land Use Concept

- Village, mixed-use core
- Choice of housing types
- Transit village green
- Community-sensitive densities
- Open spaces as neighborhood focal points
- Continuous park system

Station Entrance Concept



Development Program

■ 3,100 dwelling units

- ▶ Featuring a variety of town home, condo & loft living options
- ▶ Focused primarily on owner-occupied housing

■ 1,000,000 s.f. commercial space

- ▶ Including office, retail, and live/work options
- ▶ Generating 3,300 jobs

■ 127 acres, with parks and open space

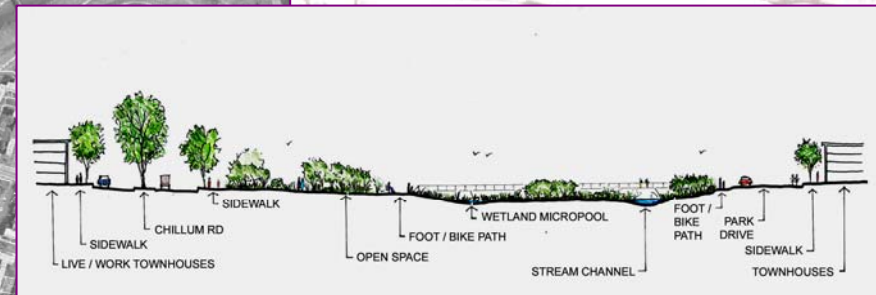
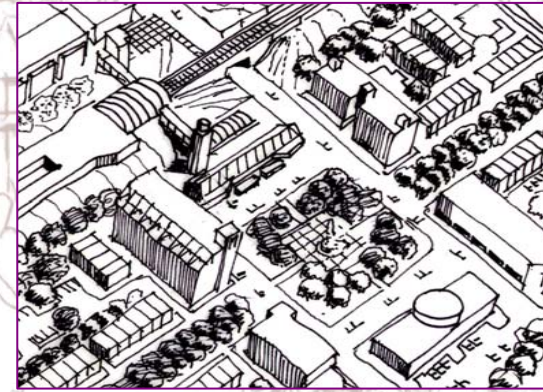
- ▶ Providing passive and active recreation activities
- ▶ Supporting enhanced wildlife and environmental conditions

■ 20%-25% reduction in site parking

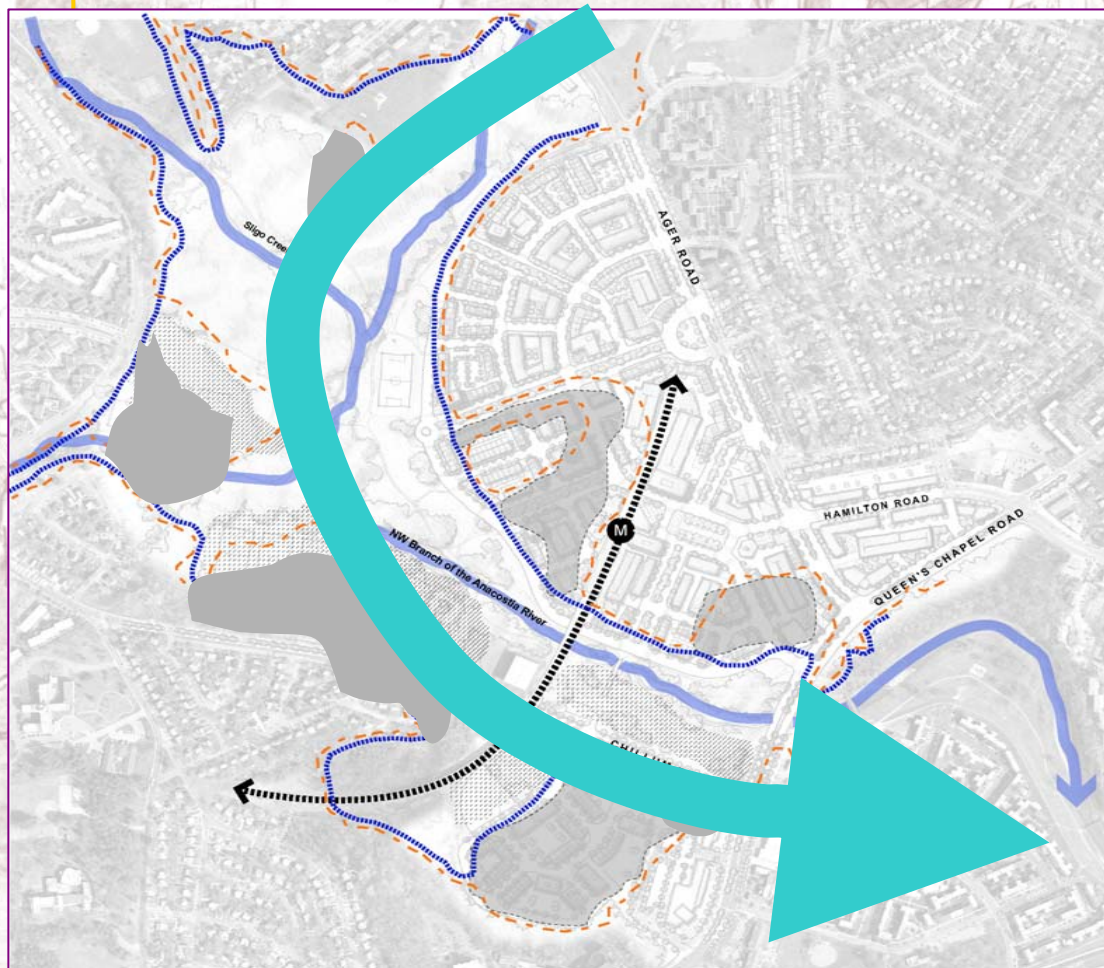
Illustrative Plan—Take 1



Illustrative Plan—Take 2



Solving Site Constraints – Floodplain



--- Existing Floodplain

— New Floodplain

Balance The

Cut

Fill

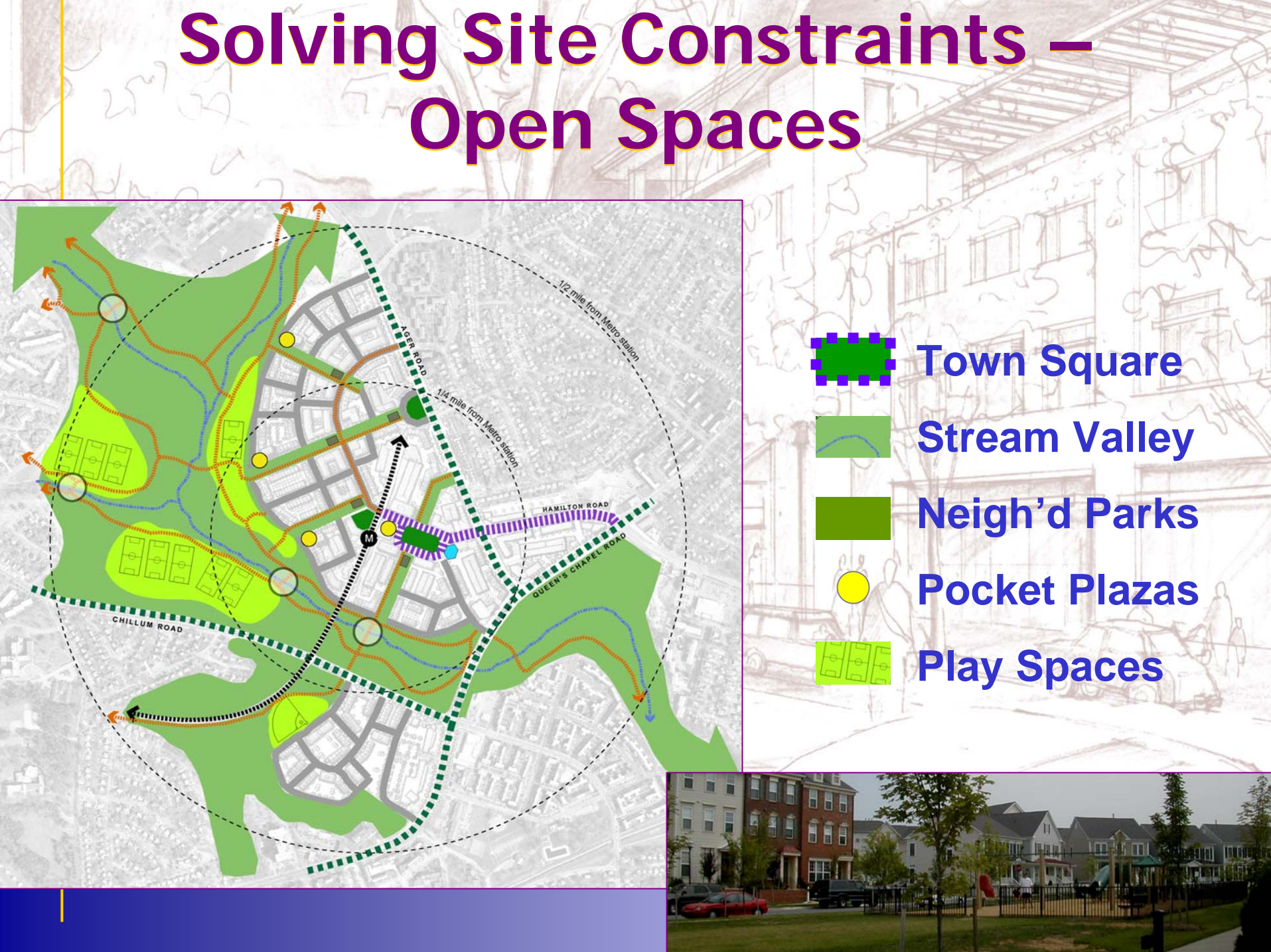
— Address Flow

Solving Site Constraints – Open Spaces

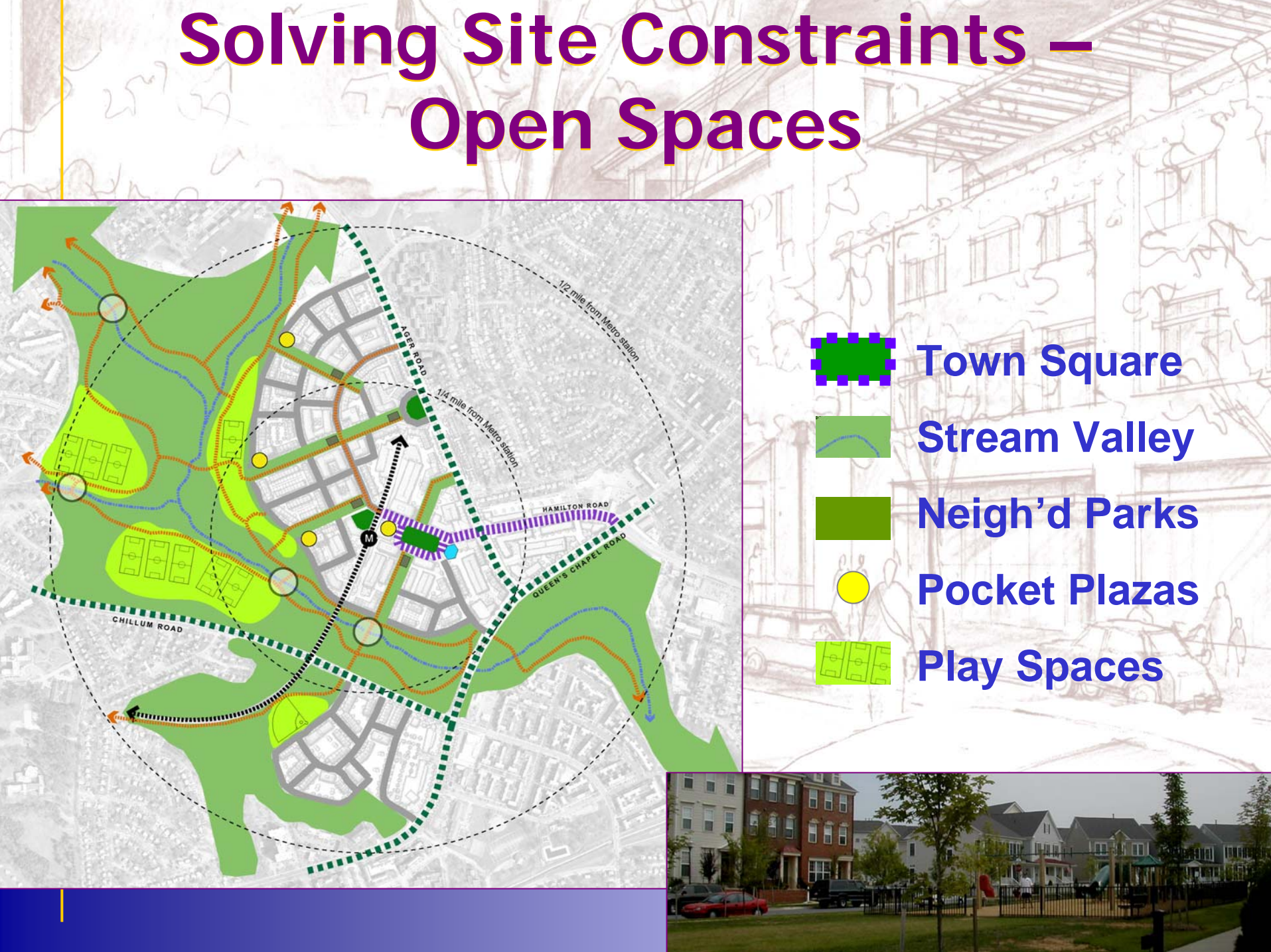
The map shows a neighborhood with several key features: a central 'Town Square' (purple dashed rectangle), 'Stream Valley' areas (light green), 'Neigh'd Parks' (dark green), 'Pocket Plazas' (yellow circles), and 'Play Spaces' (yellow rectangles). Roads labeled include 'Ayer Road', 'Chillum Road', 'Hamilton Road', and 'Queen's Chapel Road'. Distances from a 'Metro station' are marked as '1/4 mile' and '1/2 mile'. A legend on the right defines the symbols: Town Square (purple dashed rectangle), Stream Valley (light green), Neigh'd Parks (dark green), Pocket Plazas (yellow circle), and Play Spaces (yellow rectangle). The background is a faint sketch of a city street scene.

- Town Square
- Stream Valley
- Neigh'd Parks
- Pocket Plazas
- Play Spaces

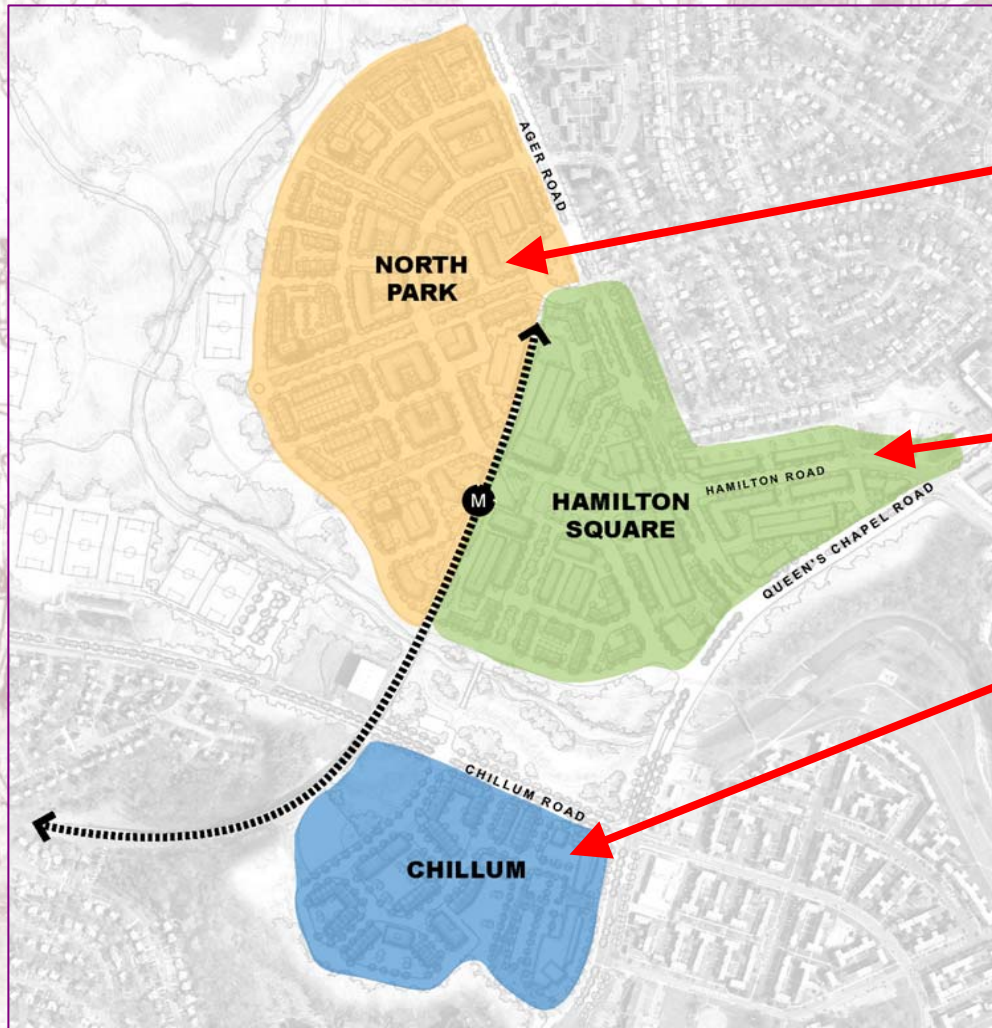
A photograph of a modern residential development featuring a large green lawn, a playground with a red slide, and a row of multi-story brick townhouses.



- # Solving Site Constraints – Open Spaces
-
- The map shows a neighborhood with several key features: a central 'Town Square' (purple dashed rectangle), 'Stream Valley' areas (light green), 'Neigh'd Parks' (dark green), 'Pocket Plazas' (yellow circles), and 'Play Spaces' (yellow rectangles). Roads labeled include 'Ayer Road', 'Chillum Road', 'Hamilton Road', and 'Queen's Chapel Road'. Distances from a 'Metro station' are marked as '1/4 mile' and '1/2 mile'. A network of orange and blue lines with arrows indicates pedestrian and bicycle routes. A dashed circle represents the '1/2 mile from Metro station' boundary.
- Town Square
 - Stream Valley
 - Neigh'd Parks
 - Pocket Plazas
 - Play Spaces
-
- A photograph of a modern residential development featuring multi-story brick and stone townhouses. In the foreground, there is a well-maintained green lawn and a playground with a black metal fence. A red car is parked on the street in front of the townhouses.



Neighborhoods



North Park

Diverse Housing Types

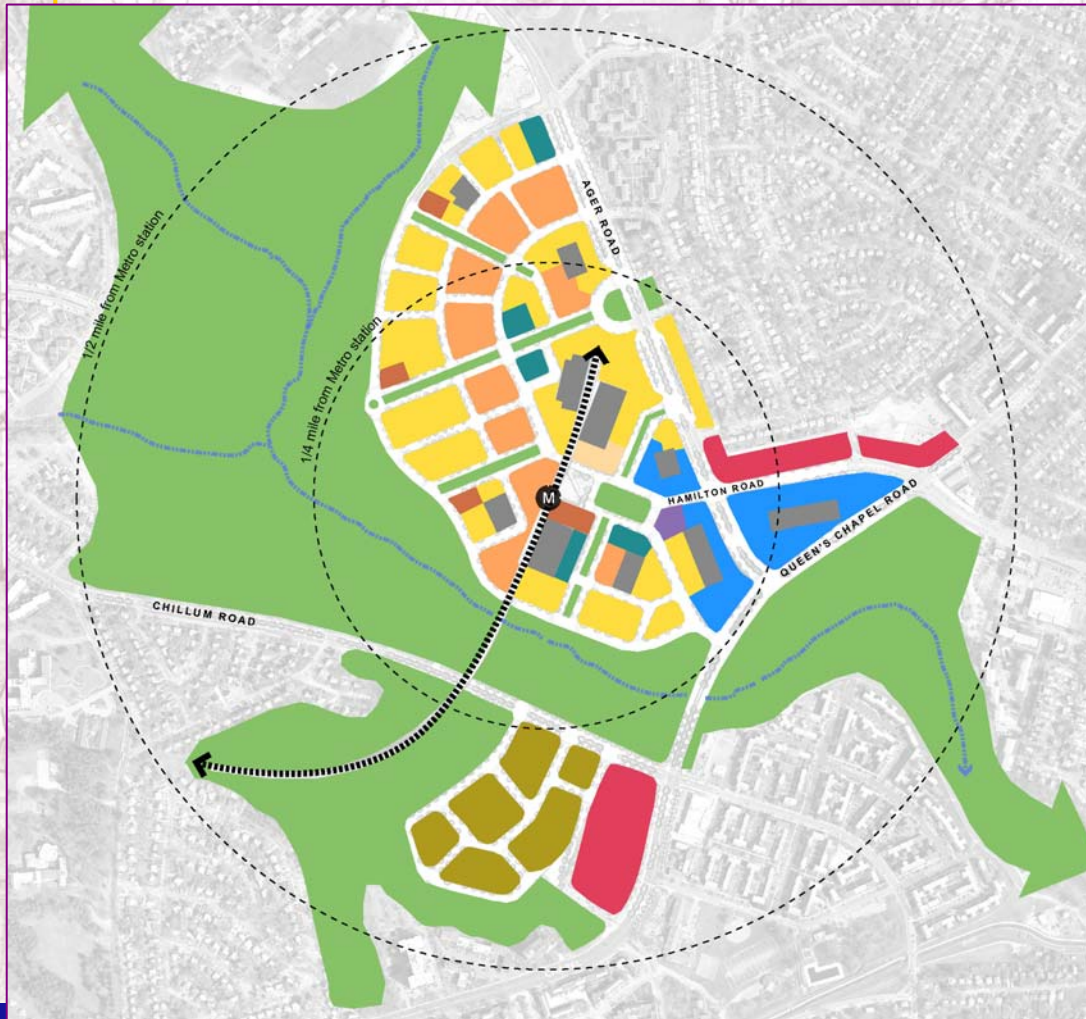
Hamilton Square

Mixed-Use Core

Chillum

Live-Work

Preferred Land Development Mix



- **Mixed use:**

- Office / retail
- Residential / retail
- Office / residential

- **Residential:**

- Tower: 10-12 stories
- Condo: 4-6 stories
- Live / work: 4-6 stories
- Town: 2-4 stories

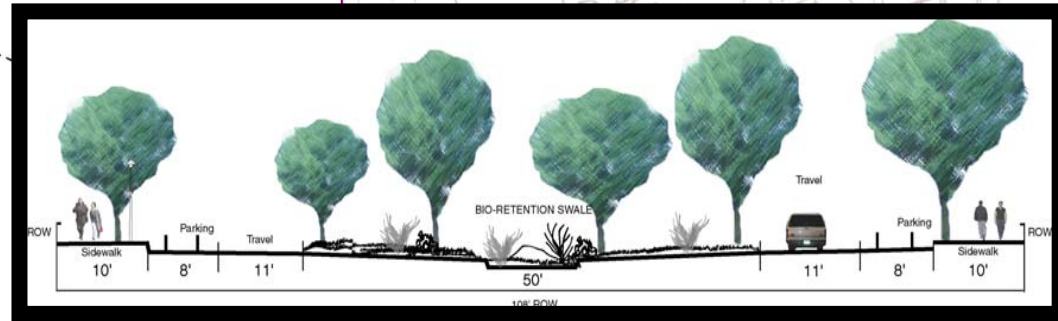
• **Retail**





• **Parks & open space**

• **Community center**

• **Structured parking**

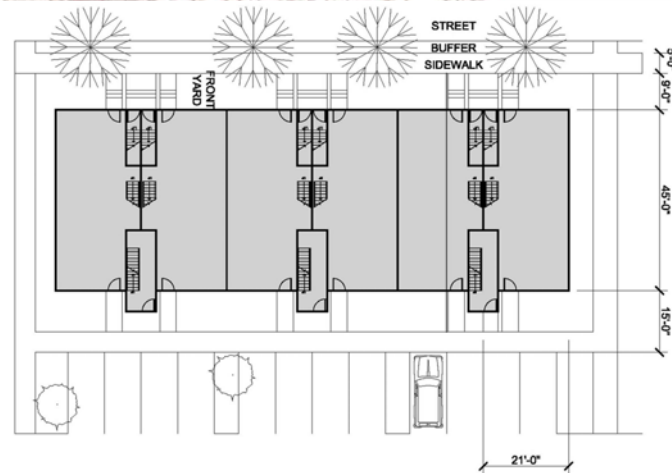
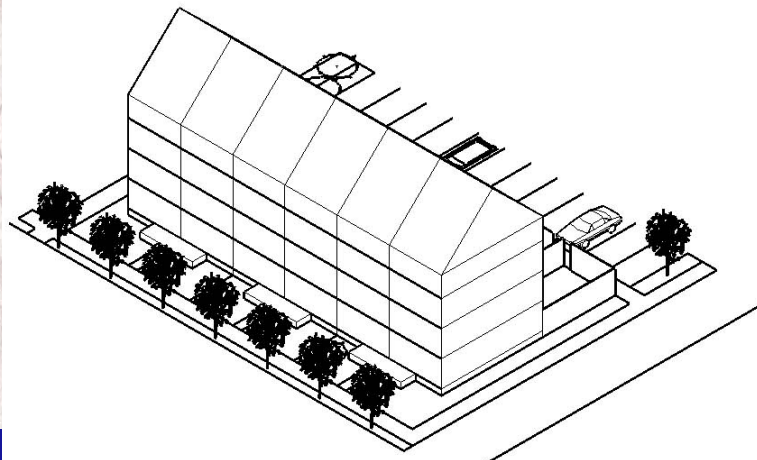
Community-serving Streets



-  Boulevard
-  Mainstreet
-  Avenue
-  Lane

Form-based Code

- Most concerned with 'how' rather than 'what'
- Graphic oriented zoning code
- Building design and compatibility critical



Why Transit Interest?

■ Generally, to increase ridership and revenue, while

- ▶ Minimizing stresses at peak
- ▶ Increasing off-peak travel
- ▶ Increasing contra flow travel
- ▶ Improving farebox recovery
- ▶ Increasing traveler choices

■ Support infrastructure investment

Why DOT Interest?

- **Extend highway life**
- **Increase pedestrian, driver safety**
- **Leverage investments in existing transit**
- **Support facility financing**
- **Another element in the toolkit**

Why Community Interest

- Improved quality of life...it's not just about transportation
 - ▶ Increased safety, certainty, independence, options, and health for everyone...
 - ▶ ...but seniors, kids, and disabled particularly
 - ▶ Reduced traffic
- Increased values

Community Issues

A detailed pencil sketch of a city street scene. On the right, a multi-story building with many windows and balconies stands. A tree with a thick trunk is in the foreground on the left. Several figures of people are walking on the sidewalk. In the background, a car is parked on the street. The overall style is a loose but detailed architectural sketch.

- **Competing views of community character**
- **Apprehension about TOD**
- **Imposition of outside vision**
- **Loss of control & uncertainty**
- **Disruption**
- **Parking and traffic**

Partnership Approaches

- **Broader scale visioning--not just transit land**
- **Agencies with policy interests take leadership roles**
- **All key stakeholders deeply involved in analysis**
- **Resources targeted to areas of greatest uncertainty**

Process-based TOD Checklist

- 360 degree stakeholder involvement?
- Have interests been clearly drawn out and articulated in a problem-solving atmosphere?
- Have trade-offs been explicitly addressed?
- Have planning and implementation tools been used to resolve issues, as opposed to being ends in themselves?
- Has the area been viewed as a system?
 - ▶ Have problems in one dimension been solved in another dimension?
 - ⊕ Land value – flood plain; pedestrian safety vs. intersection throughput
- Can all stakeholders see their contribution?

Checklist (more)

- Walk-arounds?
- What is the place telling you?
- Interactive visualization?
- Pedestrian and biking needs balanced with vehicles?
- Simultaneous vs. linear problem-solving?
- Economic analysis (market, finance...)
- Green elements considered? LEED?

Challenges of Partnership

- Many cooks are needed, but who's the chef?
 - ▶ Who has the lead and at what point?
- Lead agencies have to balance their goals, values, perspectives, and tools with those of others, and dedicate resources for all
- Partners and stakeholders need to be given meaningful role in project and problem definition, and in project management
- A big step into the void...

Lessons Learned

- Yielding control yields results
- Accommodating multiple interests in a bound space yields TOD outcomes
- Bringing planning and implementation together is critical to success
- “Planning” means different things to different people...
- Listen carefully...for meaning and opportunities

TOD

Definition, Opportunities and Issues

